

ORIGINAL

DECISION NO. 37114

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)	18th Supplemental
KEY SYSTEM, a corporation, for a)	Application No. 20582
certificate of public convenience)	
and necessity to establish a route)	To discontinue certain
for motor coach service in the)	motor coach service be-
Counties of Alameda, and Contra)	tween San Francisco and
Costa, State of California.)	Richmond Shipyards.

Donahue, Richards & Hamlin, by Frank S. Richards, for Applicant.

Dana Murdock and John S. Rose for Richmond Shipyards.

John I. Perce, representing Thomas M. Carlson, City Attorney, for City of Richmond.

Muriel H. Kerchen and Evelyn Tanzillo for Office Workers' Union, No. 20744.

Ed Rowan for Bay Cities Metal Trades Council.

John J. O'Toole, City Attorney, Dion R. Holm, Assistant City Attorney, and Paul L. Beck, Chief Valuation and Rate Engineer, by Paul L. Beck, for the City and County of San Francisco.

BY THE COMMISSION:

O P I N I O N

In its Eighteenth Supplemental Application No. 20582 Key System requests permission to suspend passenger stage service between San Francisco and the shipyards at Richmond. A public hearing was held in this matter before Examiner Hunter on May 10, 1944, in San Francisco, at which time the matter was submitted for determination.

The motor coach service involved herein is patronized largely by office workers residing in San Francisco and employed at the Richmond shipyards. Three coaches are engaged in this operation to transport the passengers to Richmond in the morning and four in the afternoon service to San Francisco. The record shows that the daily volume of the traffic carried in the morning amounts to approximately 150 passengers whereas in the afternoon about 100 passengers are transported. It is applicant's position that in the interest of the war effort this operation should be discontinued as the passengers involved may avail themselves of other service. The suggested substitute available service is as follows:

- (1) Key System bridge railroad between San Francisco and 40th and San Pablo Avenue in connection with the shipyard railroad between 40th and San Pablo and the shipyards.
- (2) Key System regular Richmond "L" line motor coach between San Francisco and Richmond with a transfer to their local No. 47 bus line to the shipyards.
- (3) Ferry service performed by the Wilmington Transportation Company for the account of the Maritime Commission between San Francisco Ferry Building and the shipyards.

Applicant proposes to rearrange the service on its shipyard railroad so as to meet the convenience of the office workers involved in the event motor coach service is suspended as proposed. By the suspension of this service these motor coaches would be available for other service in the company's system where they are urgently needed to handle the increased loads due to the war activities. It is alleged that the authority requested is based upon a wartime emergency condition where all available transportation equipment must be employed where it will perform the greatest public service and particularly where no duplicate service is available. The discontinuance of this operation is sought on a temporary basis to be resumed at a later date if and when conditions justify.

Objections to the discontinuance of this service were offered by representatives of office employees engaged at the Richmond shipyards on the grounds that the suggested alternate routes would involve a longer time in transit. The record shows that the substitute service via the bridge railroad and the Richmond shipyard railroad, which appears to be the most favorable substitute service, would increase the travel time between San Francisco and the shipyards at Richmond from 20 to 30 minutes.

The Federal agencies have directed carriers to eliminate all duplicating and unjustified motor coach service and transport passengers by rail where physical conditions permit. This appears to be such a case. It is evident from this record that the buses engaged in this operation are capable of performing a greater public service in the interest of the war effort, if employed where there is an urgent

need for more public transportation in the eastbay area as contrasted to this peak load movement in one direction in the morning and the reverse direction in the afternoon where there is a reasonable substitute service available.

Under prevailing conditions it appears that this duplicating service cannot be justified at this time. It may well be that in the future public convenience and necessity will require the reestablishment of this service and, therefore, it should be suspended until further order of the Commission and the order will so provide.

O R D E R

A public hearing having been held and the matter having been submitted,

IT IS HEREBY ORDERED that

Key System is authorized to suspend, until further order of the Commission, its present operating motor coach service between the City and County of San Francisco and the Richmond shipyards over and along the following routes:

Following the regular certificated route of the "L" line from San Francisco to the intersection of Central Avenue and Eastshore Highway; thence along Eastshore Highway to Panhandle Boulevard; thence along Panhandle Boulevard to Pullman Avenue; thence along Pullman Avenue to Cutting Boulevard; thence along Cutting Boulevard to 14th Street; thence along 14th Street to the main entrance of the Richmond Shipbuilding Company plant near Hall Avenue.

Alternate Route No. 1 - From the intersection of Cutting Boulevard and 14th Street along Cutting Boulevard to Tenth Street.

Alternate Route No. 2 - Following presently certificated route to the intersection of Cutting Boulevard and 23rd Street; thence along 23rd Street to Meeker Avenue; thence along Meeker Avenue to 14th Street; thence along 14th Street to main entrance of the Richmond Shipbuilding Company plant near Hall Avenue in the City of Richmond.

Alternate Route No. 3 - Following presently certificated route to the intersection of Tenth Street and Cutting Boulevard; thence south on Tenth Street to the entrance to the Pre-Fabrication Plant.

Alternate Route No. 4 - To permit the interchange of equipment between the terminals of other alternate

routes; Hall Avenue between 14th Street and Tenth Street; and Tenth Street between Hall Avenue and entrance to Pre-Fabrication Plant on Tenth Street.

Alternate Route via New Access Highway No. 5 - Deviating from the present regular "L" line route at the intersection of Eastshore Highway and the southern end of the New Access Highway at the Golden Gate Turf Club; thence via the New Access Highway paralleling the Southern Pacific main line tracks to their intersection with Potrero Avenue; thence via Potrero Avenue and Hermann Avenue to the vicinity of Ninth Street and via private right-of-way to Seventh Street and Cutting Boulevard, leaving the New Access Highway at this point and proceeding to the various shipyards over balance of the present certificated routes.

subject, however, to the following conditions:

- (1) Applicant shall give not less than five days' notice to the Commission and to the public by posting notices in all buses operating said service.
- (2) The Commission reserves the right to make such further orders in this matter as to it may seem right and proper and to revoke its permission if in its judgment public convenience and necessity require such action.

The effective date of this order shall be the date hereof.

Dated at San Francisco California, this 6th day of June, 1944.

Richard L. Baker
Justus F. Green
Francis P. Haven
Francis P. Haven
Francis P. Haven
Francis P. Haven
Commissioners